

### PART 3-2 - PRINCIPLES TO BE OBSERVED IN KEEPING AN ENGINEERING WATCH

52 The term "engineering watch" as used in parts 3-2, 4-2 and 4-4 of this section means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

53 The 'officer in charge of the engineering watch' is the chief engineer officer's representative and is primarily responsible, at all times, for the safe and efficient operation and upkeep of machinery affecting the safety of the ship and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

#### Watch arrangements

54 The composition of the engineering watch shall, at all times, be adequate to ensure the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode and be appropriate to the prevailing circumstances and conditions.

55 When deciding the composition of the engineering watch, which may include appropriately qualified ratings, the following criteria, *inter alia*, shall be taken into account:

- .1 the type of ship and the type and condition of the machinery;
- .2 the adequate supervision, at all times, of machinery affecting the safe operation of the ship;
- .3 any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port, and protection of the environment;
- .6 the observance of international, national and local regulations; and
- .7 maintaining the normal operations of the ship.

#### Taking over the watch

56 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case the chief engineer officer shall be notified.

57 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.

58 Prior to taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards.
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
- .4 the condition and level of fuel in the reserve tanks, settling tank, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
- .11 the reports of engine-room ratings relating to their assigned duties;
- .12 the availability of fire-fighting appliances; and
- .13 the state of completion of engine-room log.

#### Performing the engineering watch

59 The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.

60 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.

61 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall with respect to the ship they are serving in have knowledge of:

- .1 the use of appropriate internal communication systems;
- .2 the escape routes from machinery spaces;
- .3 the engine-room alarm systems and be able to distinguish between the various alarms with special reference to the fire extinguishing media alarm; and
- .4 the number location and types of fire-fighting equipment and damage control gear in the machinery spaces, together with their use and the various safety precautions to be observed.

62 Any machinery not functioning properly, expected to malfunction or requiring special service, shall be noted along with any action already taken. Plans shall be made for any further action if required.

63 When the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed.

64 When the machinery spaces are in the periodic unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.

65 All bridge orders shall be promptly executed. Changes in direction or speed of the main propulsion units shall be recorded, except where an Administration has determined that the size or characteristics of a particular ship make such recording impracticable. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.

66 Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.

67 The chief engineer officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the engineering watch. The officer in charge of the engineering watch shall be responsible for the isolation, by-passing and adjustment of all machinery under the responsibility of the engineering watch that is to be worked on, and shall record all work carried out.

68 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.

69 Officers in charge of an engineering watch shall not be assigned or undertake any duties which would interfere with their supervisory duties in respect of the main propulsion system and ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until properly relieved, and shall periodically inspect the machinery in their charge. They shall also ensure that adequate rounds of the machinery and steering gear spaces are made for the purpose of observing and reporting equipment malfunctions or breakdowns, performing or directing routine adjustments, required upkeep and any other necessary tasks.

70 Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions which may adversely affect the machinery or jeopardize the safety of life or of the ship.

71 The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.

72 The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.

73 Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery which have occurred during the engineering watch are suitably recorded.

74 The officer in charge of the engineering watch shall co-operate with any engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include but not necessarily be limited to:

- .1 isolating and bypassing machinery to be worked on;
- .2 adjusting the remaining plant to function adequately and safely during the maintenance period;
- .3 recording, in the engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; and
- .4 testing and putting into service, when necessary, the repaired machinery or equipment.

75 The officer in charge of the engineering watch shall ensure that any engine-room ratings who perform maintenance duties are available to assist in the manual operation of machinery in the event of automatic equipment failure.

76 The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting from machinery malfunction, or any loss of steering, may imperil the safety of the ship and life at sea. The bridge shall be immediately notified, in the event of fire, and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power or similar threat to safety. This notification, where possible, shall be accomplished before changes are made, in order to afford the bridge the maximum available time to take whatever action is possible to avoid a potential marine casualty.

77 The officer in charge of the engineering watch shall notify the chief engineer officer without delay:

- .1 when engine damage or a malfunction occurs which may be such as to endanger the safe operation of the ship;
- .2 when any malfunction occurs which, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
- .3 in any emergency or if in any doubt as to what decision or measures to take.

78 Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to take immediate action for the safety of the ship, its machinery and crew where circumstances require.

79 The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed as incidental tasks as a part of keeping a safe watch, shall be set up as an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cognizance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.

#### **Engineering watchkeeping under different conditions and in different areas**

##### **Restricted visibility**

80 The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating to changes in speed or direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

##### **Coastal and congested waters**

81 The officer in charge of the engineering watch shall ensure that all machinery involved with the manoeuvring of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters. The officer in charge of the engineering watch shall also ensure that an adequate reserve of power is available for steering and other manoeuvring requirements. Emergency steering and other auxiliary equipment shall be ready for immediate operation.

#### **Ship at anchor**

82 At an unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch as when underway.

83 When a ship is at anchor in an open roadstead or any other virtually "at sea" condition, the engineer officer in charge of the engineering watch shall ensure that:

- .1 an efficient engineering watch is kept;
- .2 periodic inspection is made of all operating and stand-by machinery;
- .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders from the bridge;
- .4 measures are taken to protect the environment from pollution by the ship, and that applicable pollution prevention regulations are complied with; and
- .5 all damage control and fire-fighting systems are in readiness.

#### **PART 3-3 - PRINCIPLES TO BE OBSERVED IN KEEPING A RADIO WATCH**

##### **General provisions**

84 Administrations shall direct the attention of companies, masters and radio watchkeeping personnel to comply with the following provisions to ensure that an adequate safety radio watch is maintained while a ship is at sea. In complying with this Code, account shall be taken of the Radio Regulations.

##### **Watch arrangements**

85 In deciding the arrangements for the radio watch, the master of every seagoing ship shall:

- .1 ensure that the radio watch is maintained in accordance with the relevant provisions of the Radio Regulations and the SOLAS Convention;
- .2 ensure that the primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to the safe movement of the ship and safety of navigation; and
- .3 take into account the radio equipment fitted on board and its operational status.

**Performing the radio watch**

86 The radio operator performing radio watchkeeping duties shall:

- .1 ensure that watch is maintained on the frequencies specified in the Radio Regulations and the SOLAS Convention; and
- .2 while on duty regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment.

87 The requirements of the Radio Regulations and the SOLAS Convention on keeping a radiotelegraph or radio log, as appropriate, shall be complied with.

88 The maintenance of radio records, in compliance with the requirements of the Radio Regulations and the SOLAS Convention is the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:

- .1 a summary of distress, urgency and safety radiocommunications;
- .2 important incidents relating to the radio service;
- .3 where appropriate, the position of the ship at least once per day; and
- .4 a summary of the condition of the radio equipment including its sources of energy.

89 The radio records shall be kept at the distress communications operating position, and shall be made available:

- .1 for inspection by the master; and
- .2 for inspection by any authorized official of the Administration and by any duly authorized officer exercising control under article X of the Convention.

**PART 4 - WATCHKEEPING IN PORT**

**Principles applying to all watchkeeping**

**General**

90 On any ship safely moored or safely at anchor under normal circumstances in port, the master shall arrange for an appropriate and effective watch to be maintained for the purpose of safety. Special requirements may be necessary for special types of ships' propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo.

#### Watch arrangements

- 91 Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to:
- .1 ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operation;
  - .2 observe international, national and local rules; and
  - .3 maintain order and the normal routine of the ship.
- 92 The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of the ship and character of duties.
- 93 If the master considers it necessary, a qualified officer shall be in charge of the deck watch.
- 94 The necessary equipment shall be so arranged as to provide for efficient watchkeeping.
- 95 The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account:
- .1 on all ships of 3,000 kW propulsion power and over there shall always be an officer in charge of the engineering watch;
  - .2 on ships of less than 3,000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and
  - .3 officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty which would interfere with their supervisory duty in respect of the ship's machinery system.

#### Taking over the watch

- 96 Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.
- 97 If, at the moment of handing over the deck or engineering watch, an important operation is being performed it shall be concluded by the officer being relieved, except when ordered otherwise by the master or chief engineer officer.



#### PART 4-1 - TAKING OVER THE DECK WATCH

98 Prior to taking over the deck watch, the relieving officer shall be informed of the following by the officer in charge of the deck watch as to:

- .1 the depth of the water at the berth, the ship's draught, the level and time of high and low waters; the securing of the moorings, the arrangement of anchors and the scope of the anchor chain, and other mooring features important to the safety of the ship; the state of main engines and their availability for emergency use;
- .2 all work to be performed on board the ship; the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
- .3 the level of water in bilges and ballast tanks;
- .4 the signals or lights being exhibited or sounded;
- .5 the number of crew members required to be on board and the presence of any other persons on board;
- .6 the state of fire-fighting appliances;
- .7 any special port regulations;
- .8 the master's standing and special orders;
- .9 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .10 any other circumstances of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
- .11 the procedures for notifying the appropriate authority of any environmental pollution resulting from ship activities.

99 Relieving officers, before assuming charge of the deck watch, shall verify that:

- .1 the securing of moorings and anchor chain are adequate;
- .2 the appropriate signals or lights are properly exhibited or sounded;
- .3 safety measures and fire protection regulations are being maintained;
- .4 their awareness of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire;
- .5 no external conditions or circumstances imperil the ship and that it does not imperil others.

#### PART 4-2 - TAKING OVER THE ENGINEERING WATCH

100 Prior to taking over the engineering watch, the relieving officer shall be informed by the officer in charge of the engineering watch as to:

- .1 the standing orders of the day, any special orders relating to the ship operations, maintenance functions, repairs to the ship's machinery or control equipment;
- .2 the nature of all work being performed on machinery and systems on board ship, personnel involved and potential hazards;
- .3 the level and condition, where applicable, of water or residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks and special requirements for the use or disposal of the contents thereof;
- .4 any special requirements relating to sanitary system disposals;
- .5 the condition and state of readiness of portable fire-extinguishing equipment and fixed fire-extinguishing installations and fire detection systems;
- .6 authorized repair personnel on board engaged in engineering activities, their work locations and repair functions and other authorized persons on board and the required crew;
- .7 any port regulations pertaining to ship effluents, fire-fighting requirements and ship readiness, particularly during potential bad weather conditions;
- .8 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .9 any other circumstance of importance to the safety of the ship, its crew, cargo or the protection of the environment from pollution; and
- .10 the procedures for notifying the appropriate authority of environmental pollution resulting from engineering activities.

101 Relieving officers, before assuming charge of the engineering watch, shall satisfy themselves that they are fully informed by the officer being relieved, as outlined above, and:

- .1 be familiar with existing and potential sources of power, heat and lighting and their distribution;
- .2 know the availability and condition of ship's fuel, lubricants and all water supplies; and
- .3 be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

#### PART 4-3 - PERFORMING THE DECK WATCH

102 The officer in charge of the deck watch shall:

- .1 make rounds to inspect the ship at appropriate intervals;
- .2 pay particular attention to:
  - .2.1 the condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if necessary, taking measures to ensure that they are in normal working condition,
  - .2.2 the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting,
  - .2.3 the weather and sea state,
  - .2.4 the observance of all regulations concerning safety and fire protection,
  - .2.5 the water level in bilges and tanks,
  - .2.6 all persons on board and their location, especially those in remote or enclosed spaces, and
  - .2.7 the exhibition and sounding, where appropriate, of lights and signals;
- .3 in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
- .4 take every precaution to prevent pollution of the environment by the ship;
- .5 in an emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;
- .6 be aware of the ship's stability condition so that, in the event of fire, the shore fire-fighting authority may be advised of the approximate quantity of water that can be pumped on board without endangering the ship;
- .7 offer assistance to ships or persons in distress;
- .8 take necessary precautions to prevent accidents or damage when propellers are to be turned; and
- .9 enter in the appropriate log-book all important events affecting the ship.

#### **PART 4-4 - PERFORMING THE ENGINEERING WATCH**

- 103 Officers in charge of the engineering watch shall pay particular attention to:
- .1 the observance of all orders, special operating procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
  - .2 the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
  - .3 the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; and
  - .4 the state of the bilges.
- 104 Officers in charge of the engineering watch shall:
- .1 in emergencies, raise the alarm when in their opinion the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
  - .2 be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
  - .3 make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of cargo operations, of the port and the environment;
  - .4 ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to the various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship;
  - .5 ensure that all important events affecting the operation, adjustment or repair of the ship's machinery are satisfactorily recorded.

#### **PART 4-5 - WATCH IN PORT ON SHIPS CARRYING HAZARDOUS CARGO**

##### **General**

105 The master of every ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watchkeeping arrangements are maintained. On ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or officers, and ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

106 On ships carrying hazardous cargo other than in bulk, the master shall take full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

**ANNEX 2**

**SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE**

**PART B**

**RECOMMENDED GUIDANCE REGARDING PROVISIONS OF  
THE STCW CONVENTION AND ITS ANNEX**

**INTRODUCTION**

1 This part of the STCW Code contains recommended guidance intended to assist Parties to the STCW Convention and those involved in implementing, applying or enforcing its measures, to give the Convention full and complete effect in a uniform manner.

2 The measures suggested are not mandatory and the examples given are only intended to illustrate how certain Convention requirements may be complied with. However, the recommendations in general represent an approach to the matters concerned which has been harmonized through discussion within IMO involving, where appropriate, consultation with the International Labour Organization, the International Telecommunication Union and the World Health Organization.

3 Observance of the recommendations contained in this part will assist the Organization in achieving its goal of maintaining the highest practicable standards of competence in respect of crews of all nationalities and ships of all flags.

4 Guidance is provided in this part in respect of certain articles of the Convention, in addition to guidance on certain regulations in its Annex. The numbering of the sections of this part therefore corresponds with that of the articles and the regulations of the Convention. As in part A, the text of each section may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

**GUIDANCE REGARDING PROVISIONS OF THE ARTICLES**

**Section B-I**

**Guidance regarding general obligations under the Convention**

(No provisions)

**Section B-II**

**Guidance regarding definitions and clarifications**

1 The definitions contained in article II of the Convention, and the definitions and clarifications contained in regulation I/1 of its Annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.

- 2 The definition of "certificate" appearing in article II (c) provides for three possibilities:
  - .1 the Administration may issue the certificate;
  - .2 the Administration may have the certificate issued under its authority; or
  - .3 the Administration may recognize a certificate issued by another Party as provided for in regulation I/10.

#### **Section B-III**

##### **Guidance regarding the application of the Convention**

- 1 While the definition of "fishing vessel" contained in article II, paragraph (h) excludes vessels used for catching fish, whales, seals, walrus or other living resources of the sea from application of the Convention, vessels not engaged in the catching activity cannot enjoy such exclusion.
- 2 The Convention excludes all wooden ships of primitive build, including junks.

#### **Section B-IV**

##### **Guidance regarding the communication of information**

In paragraph (1)(b) of article IV, the words "where appropriate" are intended to include:

- .1 the recognition of a certificate issued by another Party; or
- .2 the issue of the Administration's own certificate, where applicable, on the basis of recognition of a certificate issued by another Party.

#### **Section B-V**

##### **Guidance regarding other treaties and interpretation**

The word "arrangements" in paragraph (1) of article V is intended to include provisions previously established between States for the reciprocal recognition of certificates.

#### **Section B-VI**

##### **Guidance regarding certificates**

See the guidance given in sections B-II and B-I/2.

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration.

## **Section B-VII**

### **Guidance regarding transitional provisions**

Certificates issued for service in one capacity which are currently recognized by a Party as an adequate qualification for service in another capacity, e.g. chief mate certificates recognized for service as master, should continue to be accepted as valid for such service under article VII. This acceptance also applies to such certificates issued under the provisions of paragraph 2 of article VII.

## **Section B-VIII**

### **Guidance regarding dispensations**

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration. Guidance should be provided to those officials authorized by the Administration to issue dispensations. Information on action taken should be summarized in the initial report communicated to the Secretary-General in accordance with the requirements of section A-I/7.

## **Section B-IX**

### **Guidance regarding equivalents**

1 Naval certificates may continue to be accepted and certificates of service may continue to be issued to naval officers as equivalents under article IX, provided that the requirements of the Convention are met.

## **Section B-X**

### **Guidance regarding control**

(No provisions - see section B-I/4)

## **Section B-XI**

### **Guidance regarding the promotion of technical co-operation**

1 Governments should provide, or arrange to provide, in collaboration with IMO, assistance to States which have difficulty in meeting the requirements of the Convention and which request such assistance.

2 The importance of adequate training for masters and other personnel serving on board oil, chemical and liquefied gas tankers and ro-ro passenger ships is stressed, and it is recognized that in some cases there may be limited facilities for obtaining the required experience and providing specialized training programmes, particularly in developing countries.

**Examination database**

3 Parties with maritime training academies or examination centres serving several countries and wishing to establish a database of examination questions and answers are encouraged to do so, on the basis of bilateral co-operation with a country or countries which already have such a database.

**Availability of maritime training simulators**

4 The IMO Secretariat maintains a list of maritime training simulators, as a source of information for Parties and others, on the availability of different types of simulators for training seafarers, in particular where such training facilities may not be available to them nationally.

5 Parties are urged to provide information on their national maritime training simulators to the IMO Secretariat and to update the information whenever any change or addition is made to their maritime training simulator facilities.

**Information on technical co-operation**

6 Information on technical advisory services, access to international training institutions affiliated with IMO, and information on fellowships and other technical co-operation which may be provided by or through IMO may be obtained by contacting the Secretary-General at 4 Albert Embankment, London SE1 7SR, United Kingdom.

(No guidance provided regarding articles XII to XVII.)